latter is employed in an eligible office of the Government of India, and fulfils some other prescribed conditions.

(b) Under the applicable Rules and Government instructions, a Government employee is not entitled to draw house rent allowance, if his wife/her husband has been allotted accommodation at the same station by the Central Government, State Government concerned, any autonomous Public Undertaking or semi-Government Organisation such as Municipality, Port Trust, etc., irrespective of whether he/she resides in that accommodation or separately in accommodation rented by him/her.

Since the employees working in autonomous organizations are not eligible for allotment of the Central Government's General Pool residential accommodation, such accommodation in occupation of his/her spouse is not regularized/allotted in the circumstances mentioned above.

(c) As the employees of ineligible autonomous organizations are not eligible for allotment of General Pool residential accommodation, there is no anomaly. In view of acute shortage of accommodation, there is no proposal to consider eligibility for allotment of Government accommodation to employees working in autonomous organizations.

Gap between platform and coach on metro stations

†632. SHRI MOTILAL VORA: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether Government are aware of the fact that the gap between the platform and the coach on the newly made four metro stations in Delhi is more than the prescribed norms which can cause an accident at any time;

(b) if so, the steps taken by government to rectify the defects as well as to make it accident free; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) At two stations, namely, Pratap Nagar and Shastri Nagar, the gap between the platform edge and the coach, at a few isolated

†Original notice of the question was received in Hindi.

locations, was found to be marginally in excess of the prescribed norm. This is, however, unlikely to cause an accident.

(b) Corrective action has already been initiated.

(c) Does not arise.

Violation of Master Plan of Delhi

633. SHRI PRASANTA CHATTERJEE : Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Delhi Development Authority has violated the Master Plan;

(b) whether the Master Plan was mandatory; and

(c) whether any court case is pending against the violation?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT AND POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Services of British Company for Metro Rail Trials

634. SHRI VIJAY J. DARDA: Will the Minister of URBAN DEVELOPMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether it is a fact that Delhi Metro Rail Corporation had engaged the services of a Britain-based company to certify the conduct of trials on 4.5 km. new Tis Hazari-Tri Nagar section, instead of the Indian Railways Research Development and Standardisation Organisation thus incurring avoidable expenditure in foreign exchange; and

(b) if so, the reasons therefor (technological or otherwise) and how much outgo of foreign exchange was involved?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT POVERTY ALLEVIATION (SHRI BANDARU DATTATRAYA): (a) and (b) A Britain-based consultant was engaged to witness the oscillation trials and to certify the Metro trains for operating at the speed of 80 km. per hour on the (kmph) Shahdara-Tis Hazari-Trinagar section of Delhi Metro. The initial oscillation trials conducted on